

VIRGINIA DEPARTMENT OF TRANSPORTATION

TRAFFIC ENGINEERING DIVISION

MEMORANDUM

GENERAL SUBJECT: Traffic Signs		NUMBER: T&S-160
SPECIFIC SUBJECT: Placement of Advisory Exit Speed Signs (W13-2, W13-3)		DATE: November 12, 1980
		SUPERSEDES:
DIRECTED TO: District Engineers	SIGNATURE: <i>J. P. Mills, Jr.</i>	

There has been growing concern by the Federal Highway Administration as well as by our own staff about the placement of advisory exit speed signs at interchanges. Under current standards, these signs are placed opposite the physical gore, but in many instances roadway geometries and the surrounding topography do not permit proper viewing of these signs until the motorist has ready entered the exit ramp.

In an effort to alleviate this situation, various locations were considered for the advisory exit speed sign, based on ramp speed, mainline approach speed, length of deceleration lane, and interchange configuration. To simplify placement of these signs and have them located for maximum efficiency, the P.C (Point of Curve) of the exit ramp from the mainline roadway has been selected as the location for the advisory exit speed sign, and the FHWA has expressed concurrence therewith.

The presence of bridge piers or an overhead sign structure in proximity to the P.C. of the exit ramp may preclude location of the advisory exit speed sign exactly at that point. In such cases, the right vertical support of the overhead sign structure may be used for mounting the advisory exit speed sign, or, in the case of bridge piers, the sign may have to be located further in advance of the P.C.

Location of the advisory exit speed sign at the P.C. will permit its use on short exit ramps where in the past only a STOP AHEAD or YIELD AHEAD sign may have been used because the close spacing precluded proper placement of another sign opposite the physical gore.

You are requested to have any permanent advisory exit speed signs on projects under construction in your District located according to the criteria herein unless the signs have already been installed and it would not be practical to have them changed now. Also, existing advisory exit speed signs should be relocated accordingly when due for maintenance replacement or when the sign assembly otherwise has to be replaced.

Permanent traffic sign plans for future projects will follow the new location criteria.

Your cooperation in this matter will be appreciated.

MGA/das

cc: Mr. Leo E. Busser, III
Mr. J. T. Warren
Mr. J. M. Wray, Jr.
Mr. O. K. Mabry
Mr. W. L. Brittle, Jr.
Mr. H. R. Perkinson, Jr.
Division Heads
Resident Engineers
District Traffic Engineers